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DEPARTMENT OF THE NAVY  
UNITED STATES PACIFIC FLEET  
FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
FPO SAN FRANCISCO 96601

1968  
DECLASSIFIED

IN REPLY REFER TO:

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5750

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21 MAR 1969

REGISTERED AIR MAIL

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From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN  
To: Chief of Naval Operations (OP05D2)

Subj: Command History; submission of (U)

Ref: (a) OPNAVINST 5750.12A of 31 Oct 1968

Encl: (1) Squadron History for Calendar Year 1968

1.(U) In accordance with reference (a), enclosure (1) is forwarded as OPNAV Report 5750.1.

*F. P. Anderson*  
F. P. ANDERSON

Copy to:

Director of Naval History (OP-09B9)  
Washington Navy Yard, Washington, D. C. 20390  
CINCPACFLT

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BRIEF CHRONOLOGY OF 1968

DEPLOYMENT IN USS KITTY HAWK (CVA-63)

1 Jan - 21 Feb - Completion of the first line period which commenced on 23 December 1967  
23 Feb - 1 Mar - In-port Subic Bay, Republic of the Philippines.  
4-27 Mar - Second line period on Yankee Station.  
1-7 Apr - In-port Yokosuka, Japan.  
12 Apr - 1 May - Third Line Period on Yankee Station.  
3 May - In-port Subic Bay, Republic of the Philippines.  
5-10 May - In-port British Crown Colony of Hong Kong.  
13 May - 1 Jun - Fourth Line period on Yankee Station.  
3-5 Jun - In-port Subic Bay, Republic of the Philippines.  
10-17 Jun - In-port Yokosuka, Japan.  
18-27 Jun - Enroute to San Diego, United States of America.  
28 Jun - Arrived NAS Miramar, California.

TRAINING CYCLE

JULY - DECEMBER

The training cycle was conducted at NAS Miramar except as noted.  
2 Jul - Change of Command Ceremonies.  
14-25 Oct - Deployed to NAAS Fallon, Nevada for CVW-11 conventional weapons training.  
29 Oct - Administrative/Material Inspection.  
10-22 Nov - Deployed in USS KITTY HAWK (CVA-63) SOCIAL OPAREAS.  
2-9 Dec - Deployed in USS KITTY HAWK (CVA-63) for exercise BEEF TRUST.  
21 - Dec - Embarked in USS KITTY HAWK (CVA-63) in preparation for departure from the United States.  
30 Dec - Departed San Diego, California for extended WESTPAC deployment.

HISTORY

1 January - 31 December 1968

Fighter Squadron TWO HUNDRED THIRTEEN, a component of Attack Carrier Air Wing ELEVEN, is homeported at the Naval Air Station, Miramar, California. Commander Gerald Hyde BARKALOW, USN, was the Commanding Officer from 29 June 1967 until relieved by Commander Forrest Prentice ANDERSON, USN on 2 July 1968 during ceremonies held at the NAS Miramar Parade Grounds.

The orders were read and honors rendered. Captain C. N. CONATSER, COMFAIRMIRAMAR, and Captain D. C. DAVIS, Commanding Officer of the USS KITTY HAWK (CVA-63), were among the distinguished guests present.

Captain DAVIS expressed his deep appreciation for the exceptional performance of VF-213 throughout the 1967-1968 deployment. He specifically cited the record amount of ordnance delivered without sustaining damage to or loss of squadron aircraft.

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DECLASSIFIED AFTER 15 YEARS.  
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ENCLOSURE (1)

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The squadron is assigned 38 officers and an average of 227 men out of 265 authorized. The seventeen aircrews are comprised of 16 Naval Aviators, one Air Force exchange pilot and 17 Naval Flight Officers. A complete roster is included in Annex A.

#### AWARDS

The squadron's distinguished safety record during fiscal year 1968 was recognized by the Chief of Naval Operations Aviation Safety Award, presented by Captain C. N. CONATSER, COMFAIRMIRAMAR, during the Administrative/Material Inspection on 29 October 1968. This award was the third consecutive award for this command and represented over 20,000 accident-free flight hours.

Individual awards during the calendar year included 97 Air Medals, 12 Navy Commendation Medals, 18 Navy Achievement Medals and 17 SEVENTH Fleet Letters of Commendation. The South Vietnamese Government presented the Vietnamese Air Gallantry Cross with Bronze Star to eight officers; an additional seven officers were awarded the Gallantry Cross with a Silver Star.

#### OPERATIONS

The basic mission of VF-213 is to provide all-weather air superiority for the fleet. A secondary mission of conventional weapons delivery supplements the Air Wing striking force. Present Carrier Air Wing ELEVEN policy divides each line period into two equal time segments. One of the two fighter squadrons takes the primary role of fighter. Half way through the line period the roles are switched when that squadron assumes the role of bombers. Half of the flight time logged on any one line period can then be assumed as time spent flying strikes with the remaining half acquired while flying combat air patrol, in any of its various forms, or escort missions.

The aircraft inventory at years' end consisted of thirteen McDonnell-Douglas F-4B Phantom II all-weather interceptors. The aircraft Bureau Numbers are: 152996, 153009, 153011, 153015, 153017, 153019, 153021, 153023, 153025, 153027, 153050, 153068 and 153914. All aircraft were modified and equipped with the following electronic countermeasures when flying in a hostile environment: AN/APR-25 (Aircraft Change 375), AN/APR-27 (Aircraft Change 333), AN/ALE-29 (Aircraft Change 333) and AN/ALQ-100. Nine aircraft retained the AN/APX-76 which had been installed for evaluation in 1966. (See Cruise Report, USS KITTY HAWK (CVA-63) and Carrier Air Wing ELEVEN, 5 Nov 1966 - 18 Jun 1967. P. J67)

OPERATIONS ABOARD THE USS KITTY HAWK

The length of the first line period was an exhausting 65 days at sea, 61 days of which, 23 December 1967 until 21 February 1968, were spent on Yankee Station. This longer than usual line period was directly attributed to the siege at Khe Sanh, South Vietnam by the insurgents and the capture of the USS PUEBLO by the North Korean Navy.

Ordnance delivered during this period totaled 518.3 tons. A large percentage of this was delivered in the area of Khe Sanh in support of ground operations there. As bombers, the F-4B was configured with four triple ejector racks, a 600 gallon centerline tank, two AIM-7E Sparrow III missiles and two AIM-9D Sidewinders.

Combat Air Patrol called for aircraft reconfiguration to carry 4 AIM-7E Sparrow III missiles, two AIM-9D Sidewinders and a 600 gallon centerline tank. A specific combat air patrol called MIGCAP was flown during major air wing strikes into North Vietnam. A division or section of F-4 aircraft under positive control of surface units in the Gulf of Tonkin was stationed in areas relatively free of AAA and surface-to-air missiles. The controlling agency vectored the MIGCAP to keep them between the suspected MIG threat and the striking force throughout the period the main strike was over land.

Seven hundred seventy-six sorties were flown during 56 days of air operations during the first line period for a total of 1381.6 flight hours. Aircraft damages were limited to crunches on the flight deck and hangar deck.

The second line period, from 4-27 March, was marked by sporadic openings in the monsoon weather permitting the Air Wing weather minimums for Alpha strikes to be met. Most bombing sorties were diverted into South Vietnam where controlling agencies would vector them into a target area. Either airborne or ground forward air controllers would direct the flight to hit a particular target in support of ground operations.

Three hundred sixty-six sorties were flown in March for an accumulation of 677.9 flight hours, delivering 220.2 tons of ordnance. Approximately half of the flight hours were accrued flying BARCAP.

The third line period, from 12 April to 1 May, occurred immediately after the imposition of the bombing restriction on all targets north of 19 degrees north latitude. The typical cyclic strike composition then became two or four F-4 aircraft and four to eight A-4 aircraft assigned a hard target such as a bridge, road segment or truck park. Photo escorts, armed road reconnaissance and weather reconnaissance missions occurred more frequently after the limitations on strikes were announced.

[REDACTED]

Some variety in weaponry was offered when two aircraft were configured with the MK-4 gunpod for evaluation. Two external wing tanks were loaded on stations 1 and 9, and triple ejector bomb racks were hung on stations 2 and 8 with the gunpod centerline-mounted. A total of 17 sorties were flown carrying the gunpod with a fire-out rate of 82.9%. Although this was an improvement of approximately 20% over the 1966 rate, the improvement did not merit carrying the gunpod due to the loss of configuration flexibility for other missions, coupled with the low-altitude, high vulnerability environment required for its effective employment. Three hundred eighteen sorties were flown during the third line period for a total of 565 hours and 370.9 tons of ordnance delivered.

The fourth and final line period started on 13 May and ended on 1 June. The weather was greatly improved resulting in only occasional mission diversions because of weather. The main targets continued to be road segments, bridges, truck parks and moving targets of opportunity. Three hundred twenty-eight sorties were flown for a total of 570 hours with 268.1 tons of ordnance delivered.

#### TRAINING CYCLE

The fighter-interceptor role of the F-4 was re-emphasized during the months of July, August and September. Maximum utilization was made of the 15C-4 trainer to improve the radar intercept officers' proficiency. Aircrews utilized the F-4B weapons system trainer for simulated ordnance delivery and review of emergency procedures.

An air-to-air missile exercise was held on the Pacific Missile Range, Point Mugu, between 30 September and 4 October. Maneuvering targets were utilized when available with the TDU-22A towed target as back-up. The firing included: 2 AIM-7E, 11 AIM-7D and 19 AIM-9B.

The squadron participated in an Air Wing conventional weapons delivery training exercise at NAAS Fallon, Nevada, from 14-25 October. The first week was devoted to the improvement of individual delivery technique on raked targets using practice bombs and rockets. A 40-degree, 500-knot dive, releasing at 5000 feet was the primary delivery because of its applicability in Vietnam. Live ordnance was used the second week during coordinated Air Wing strikes and simulated close air support missions.

On the afternoon of 21 October, aircraft BUNO 153013 crashed within the confines of NAAS Fallon, Nevada, after breaking at midfield for landing. The accident resulted in the death of the pilot, LTJG Charles C. LONG, USNR, (b)(6) and minor injury to LT (b)(6) USNR, (b)(6) the RIO, who ejected just prior to impact.

[REDACTED]

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After returning to NAS Miramar, the squadron received an Administrative/Material Inspection. Captain C. N. CONATSER, COMFAIR-MIRAMAR, Chief Inspector, complemented the squadron for exhibiting outstanding military appearance. During the personnel inspection he presented the citation announcing VF-213 as the recipient of the 1968 Chief of Naval Operations Aviation Safety Award. The official overall grade awarded for the Administrative/Material Inspection was 95.23, OUTSTANDING.

While embarked in USS KITTY HAWK another air-to-air missile exercise was held between 12-15 November. Eight AIM-7D and 6 AIM-9B were expended against airborne targets at the Pacific Missile Range.

After a short stay at NAS Miramar, VF-213 was once again aboard the USS KITTY HAWK for participation in exercise BEEF TRUST (COM-FIRSTFLT Strike Exercise No. 301A-68 (STRIKEX 4-68)) between 2-9 December. This exercise included close air support, air-to-air missile exercises, air intercepts, simulated overflights and other exercises simulating possible occurrences during the forthcoming deployment to Southeast Asia. The Annual Operational Readiness Evaluation was conducted throughout this period and VF-213 was assigned a grade of 86.1.

On 21 December, VF-213 departed NAS Miramar and embarked in USS KITTY HAWK in preparation for departure from the United States on 30 December.

ANNEX A

Fighter Squadron TWO HUNDRED THIRTEEN  
Fleet Post Office  
San Francisco, California 96601

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OFFICER PREDEEDENCE LIST

<u>Name</u>	<u>Rank</u>	<u>File/Design</u>
ANDERSON, Forrest P.	CDR	(b) (6)
(b) (6)	CDR	
	CDR	
	LCDR	
	LCDR	
	LCDR	
	LCDR	
	LCDR	
	LCDR	
	LCDR	
	LT	
	CAPT (USAF)	
	LT	
	LT	
	LT	
	LT	
	LT	
	LT	
	LTJG	
	LTJG	
	A-1	

UNCLASSIFIED

<u>Name</u>	<u>Rank</u>	<u>File/Design</u>
(b) (6)	LTJG	(b) (6)
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	CWO-2	

**ANNEX B**

**MID-CRUISE REPORT**

Operating statistics for the period 23 December 1967 - 27 March 1968 are as follows:

Total sorties: 1231  
Total ordnance: 1,440,567 pounds  
Day hours: 1684  
Night hours: 639  
Day landings: 878  
Night landings: 385

Supply and AIMD support was very good. Specific problems and recommendations are discussed.

**F-4 Aircraft** - Of thirteen F-4B aircraft assigned to VF-213, twelve were most frequently carrier based while one aircraft shuttled to Sangley Point or Cubi for routine washing and corrosion control. Periodic maintenance checks were performed aboard ship. The two F-4B squadrons operated on a single role basis for specific periods before changing roles. During a typical period one squadron would perform all anti-air warfare missions, such as BARCAP, TARGAP, MIGCAP and FORCECAP while the other squadron remained configured for fighter-bomber missions. Such an arrangement precludes many problems associated with constant reconfiguration of aircraft external stores. VF-213 carried four AIM-7E Sparrows and two AIM-9D Sidewinders with the 600 gallon centerline tank for anti-air warfare missions. For strike missions four TERs were added and the two forward Sparrows were removed. The four TER configuration causes slightly more drag than two MERs but the flexibility provided by such a configuration outweighs the slight disadvantage of the increased drag.

Optimum employment of the F-4B was seldom realized. Requirements for BARCAP and FORCECAP concurrently prevented either squadron from assuming a full time strike role other than token missions. For example: whereas VF-213 delivered 1,440,567 pounds of ordnance, a possible 6,462,750 pounds could have been delivered. Such a gross waste of assets could be avoided by a return to the employment of single all-weather fighters vice sections in the anti-air warfare role.

MIGCAP missions were flown during major strikes with sections of F-4B stationed in areas relatively free of AAA and SAM threats. The introduction of Standard Arm virtually eliminated any effective employment of MIGCAP because surface control agencies were forced to operate without their primary radars. There is an urgent requirements for an airborne AMTI radar in an aircraft such as the E2A.

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F-4B squadrons cannot employ the aircraft properly as a fighter or bomber when the pace of the strike group is limited to the maximum speed and pop-up capabilities of the A4C. The very slight additional ordnance provided by the addition of a few A4C's is not worth the sacrifice of the capabilities of the F-4B. VF-213 continued to evaluate the APX-76. Reports have been submitted. The many problems encountered with ALQ-91 preclude any useful comparison of the two systems.

CRUISE SUMMARY 18 NOVEMBER 1967 - 1 JUNE 1968

<u>SQN</u>	<u>NO/TYPE</u>	<u>FLIGHT HOURS</u>		<u>TOTAL</u>	<u>CARRIER LANDINGS</u>		<u>TOTAL</u>
		<u>DAY</u>	<u>NIGHT</u>		<u>DAY</u>	<u>NIGHT</u>	
VF-213	13 F4B	2643	977	3620	1374	595	1969

COMBAT OPERATING SUMMARY

<u>OPERATING</u>	<u>HOURS</u> <u>DAY / NIGHT</u>	<u>TOTAL</u> <u>HOURS</u>	<u>SORTIES</u>	<u>ORDNANCE</u> <u>EXP (TONS)</u>
23 DEC 67 - 21 FEB 68	1200 / 445	1645	917	518.3
4 MAR 68 - 27 MAR 68	483 / 195	678	366	220.2
12 APR 68 - 1 MAY 68	429 / 136	565	318	370.9
13 MAY 68 - 1 JUN 68	388 / 182	570	328	268.1
TOTALS	2500/958	3458	1929	1377.5

PILOT AND AIRCREW SUMMARY

<u>SQN</u>	<u>OPERATIONAL LOSSES</u>	<u>KIA</u>	<u>MIA</u>	<u>POW</u>	<u>RESCUED</u>
VF-213	0	0	0	0	0

C-4

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AN/APX-76 UPDATED EVALUATION

NAVAIRSYSCOM CONF ltr AIR-53343B/CEP SER 02014 of 7 March 1968 requested specific comments on improvements to the AN/APX-76. The replies are listed below:

a. System Operation. The change in threshold setting has eliminated the problems with self-test. No interference problems have been observed thus far between APX-76 and other equipment; however, the ALQ-91 has not been operational in this squadron to date. It cannot be determined if the installation/integration is satisfactory for operation of the APX-76 with the ALQ-91. The wiring for the ALQ-91 has not caused any operational problems except for occasional discrepancies discovered following aircraft modification. The radar antenna modification is satisfactory. There have been no antenna discrepancies this cruise.

b. Maintenance. There has been no noticeable increase in the reliability of the transmitter amplifier. Maintenance is not aware of a change in amplifier except for the last four received. The new RF switch with replaceable diodes is a tremendous improvement. It is much more reliable and is easily repaired. Difficulties with self-test have virtually been eliminated by the change in threshold settings of the receiver. There is no trend in the occasional self-test troubles now occurring.

Fighter Squadron TWO HUNDRED THIRTEEN

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<u>Name</u>	<u>Rate</u>	<u>Service No.</u>
(b) (6)	AMEC	(b) (6)
	AA	
	AA	
	AQB3	
	AE1	
	AA	
	AN	
	A02	
	SN	
	AN	
	SD3	
	AQF2	
	AN	
	ADJ3	
	ADJAN	
	AME2	
	YN3	
	ADJ1	
	ATRAN	
	A02	
	ADJ3	
	ATR2	
	ADJ1	
	AMS2	
	ADJ3	
	A-3	UNCLASSIFIED

(b) (6)



AO2

PR2

SD2

AEAN

AMEC

PRAN

AQF3

AMEC

AZ2

AQ1

AMS1

ADJAN

TN

AE3

ATN2

AMH3

AMEC

AMS2

AMS2

AOAN

SE3

AQFAN

ATN3

AE3

AZAN

AMH2

ATN3

AQBAN

A-4

(b) (6)



UNCLASSIFIED

(b) (6)



AQF3

AO3

AO3

AA

PR3

AE3

AA

CSC

AO2

AMS3

SN

AMH1

SA

AMS3

YN1

AA

AA

AA

AMS3

AO1

AN

AMS2

PR2

AN

AQBAN

ADJAN

AN

AE2

A-5

(b) (6)



UNCLASSIFIED

UNCLASSIFIED

(b) (6)

SN

AN

ADJ1

AO1

AMS1

AEAN

AO3

ADJ3

AMH2

AOAN

PNC

AE3

AE3

AA

AMCS

ATC

AEC

ADJ2

ADJAN

AA

AMH3

AE3

AMH2

AMS2

AA

AQF3

AME3

AMEAA

A-6

(b) (6)

UNCLASSIFIED

(b) (6)

ADJ2

ATN2

AT1

AA

AA

AQF3

YN3

AMH2

AA

AO3

AMH1

ADJ3

AN

AME2

ABH2

ADJ1

AOAN

AO3

SA

AT1

PRC

SD3

AA

AO3

ADJ1

ADJ1

AK1

AMS2

AEAN

A-7

(b) (6)

(b) (6)

AO3

ADJ3

AN

AA

AQF3

ATN3

AQF2

AEC

ADJ3

AN

AMH3

ADJC

ATN2

AA

AQF3

ADJ3

ADJ2

AE1

AMS1

PRCS

PN3

HML

AQF2

AMS3

ADJ3

ADJ2

ADJ3

ADJ1

A-8

(b) (6)

(b) (6)



AE2

AMS2

SN

AOCs

AN

ATN3

AME3

AN

AN

AMH1

AMEAA

AO3

AK3

AN

AOAN

AN

AO2

AFCM

PR2

AMH3

AMCS

AOC

AOAN

AE3

AE3

ADJ3

SD1

ADJ2

A-9

(b) (6)



(b) (6)



AQF3

AE3

AMH2

AA

AME3

AQBAN

AN

AOAN

AQC

AA

AQCS

AE2

ADJ3

AN

AN

AA

(b) (6)



ANNEX C  
1967-68 END OF CRUISE REPORT

1. Operations

a. Scheduling: It is recommended that a 4/2 schedule for the F-4 bombers be utilized. This would provide 24 sorties per day based on an 8 cycle air plan. Set the F-4 fighters a daylight schedule of 3/3 transitioning to 2/2 at night. This type scheduling would provide for maximum ordnance delivered, force defense and photo escort. Alpha strike scheduling would be varied to accomplish the mission.

b. Aircraft Employment: F-4B Aircraft

BARCAP/TARCAP/MIGCAP/FORCECAP/CONDCAP  
Photo Escort  
Flak Suppression  
Weather RECCE/ARMED RECCE  
Night IR Pouncer  
Night AMTI Pouncer

c. Configuration

(1) F-4B Aircraft

(a) Fighter

- 1 Four AIM-7E on stations 3, 4, 6 and 7
- 2 Two AIM-9D on stations 2 and 8
- 3 Centerline fuel tank

(b) Strike

- 1 TERs or MERs with centerline fuel tank.
- 2 When the MK 4 Gun Pod was utilized, two external wing tanks were carried with a TER on stations 2 and 8.

(c) The two F-4B squadrons operated on a single role basis for specific periods before changing roles. During a typical period one squadron would perform all anti-air warfare missions, such as BARCAP, TARCAP, MIGCAP, and FORCECAP while the other squadron remained configured for fighter-bomber missions. Such an arrangement precludes many problems associated with constant reconfiguration of aircraft external stores. VF-213 carried four AIM-7E Sparrows and two AIM-9D Sidewinders with the 600 gallon centerline tank for anti-air warfare missions. For strike missions, four TERs were

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added and the two forward Sparrows were removed. The four TER configuration causes slightly more drag than two MERs but the flexibility provided by such a configuration outweighs the slight disadvantage of the increased drag.

d. Strike Tactics

(1) Coordinated Strikes

(a) Optimum employment of the F-4B was seldom realized. Requirements for concurrent BARCAP and FORCECAP prevented either squadron from assuming a full time strike role other than token missions. For example; whereas VF-213 delivered 2,755,000 pounds of ordnance, a possible 8,265,000 pounds could have been delivered. Such a gross waste of assets could be avoided by a return to the employment of single all-weather fighters vice sections in the anti-air warfare role. MIGCAP missions were flown during major strikes with sections of F-4B stationed in areas relatively free of AAA and SAM threats. The introduction of the Standard Arm virtually eliminated any effective employment of MIGCAP because surface control agencies were forced to operate without their primary radars. There is an urgent requirement for an airborne AMTI radar in an aircraft such as the E2A in order to better control the MIGCAP over land. The present utilization of CAP being employed only for VID in a Talos environment is considered wasteful. F-4B squadrons cannot employ the aircraft properly as a fighter or bomber when the pace of the strike group is limited to the maximum speed and pop-up capabilities of the A4C. The very slight additional ordnance provided by the addition of a few A4C's is not worth the sacrifice of the capabilities of the F-4B.

(2) Enroute Tactics

(a) Air-to-Air Interrogator (APX-76): VF-213 continued to evaluate the APX-76 during this cruise. Operationally this equipment aided the rendezvous of flights and also expedited tanking especially when there were a large number of radar contacts in the immediate area. The many problems encountered with ALQ-91 preclude any useful comparison of the two systems.

e. Lessons Learned

(1) Discussion: A total of 17 sorties were flown carrying the MK 4 Gun Pod with 13 fire outs, 1 no attempt to fire and 3 stoppages resulting in 82.9% fire out rate. Squadron policy of not going below 3500 feet due to small arms fire curtails the effectiveness of the MK 4 Gun Pod. Recommendation: Due to lack of effectiveness the MK 4 Gun Pod should not be carried on the F-4B aircraft.

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(2) Weather RECCE flown during the hours of darkness lead to extremely inaccurate reports due to restricted visibility. Recommendation: Do not schedule weather RECCE until daylight.

(3) With the advent of multiple strikes being flown in a confined area plus the IR Pouncer and AMTI Pouncer, a requirement for more positive control of aircraft at night over the beach is mandatory.

(4) There is a need for higher authority to better define the permissible hung ordnance configuration with which an F-4 can land aboard a carrier.

ANNEX D

Flight Hours and Sorties for 1968

<u>1968</u>	<u>Flight Hours</u>	<u>Sorties</u>
Jan	853.8	486
Feb	527.8	290
Mar	677.9	366
Apr	540.9	304
May	588.6	336
Jun	33.1	22
Jul	87.3	57
Aug	144.7	98
Sep	310.8	287
Oct	499.4	410
Nov	343.6	289
Dec	231.9	172
Totals:	4839.8	3117

## ANNEX E

### FIGHTER SQUADRON TWO HUNDRED THIRTEEN

#### COMMANDING OFFICER'S BIOGRAPHY

##### COMMANDER FORREST P. ANDERSON

Commander ANDERSON began his Naval Service in June 1949 when he entered the United States Naval Academy as a Midshipman. Upon his graduation in June 1953, he was commissioned as an Ensign and ordered to duty in USS RANKIN (AKA-103) where he served as Boat Group Commander. In October 1954 he was detached and ordered to flight training. Commander ANDERSON received his wings in March 1956 and reported to Fighter Squadron ONE HUNDRED ONE at NAS Cecil Field, Florida. Serving as Flight and Administrative Officer, he deployed aboard the USS SARATOGA (CVA-60) in the initial fleet deployment of the F-4D Skyray. In the spring of 1958 he assisted in the relocation of Fighter Squadron ONE HUNDRED ONE to NAS Key West, Florida and in its reorganization to become the nucleus of the RCVW program conducting all-weather fighter training. Shortly thereafter, he reported to Fighter Squadron SEVENTY-FOUR, NAS Oceana, where he served as Administrative, Safety and Maintenance Officer until June 1960.

Upon completion of this tour of duty, Commander ANDERSON reported to the U. S. Naval Postgraduate School, Monterey, California for graduate work in Weapons Systems. In June 1962, after receiving his degree in Electrical Engineering, he was ordered to the Naval Missile Center, Point Mugu, California. During the next eighteen months, he was associated with research and development projects for the F-4B/Sparrow III weapons system, flight testing various items of air launched ordnance and special devices.

Leaving Point Mugu in December 1963, Commander ANDERSON reported to USS SARATOGA (CVA-60) serving as Ordnance Officer and Assistant Weapons Officer until his detachment in November 1965. He returned to Fighter Squadron ONE HUNDRED ONE, NAS Key West, Florida for F-4B refresher training prior to joining Fighter Squadron FORTY-ONE, NAS Oceana, Virginia in May 1966. After serving as Operations and Executive Officer for a year, Commander ANDERSON was ordered to Fighter Squadron TWO HUNDRED THIRTEEN as Executive Officer in July 1967.

From November 1967 until June 1968 he participated in combat operations in Southeast Asia and was awarded eight Air Medals and the Navy Commendation Medal. Following his tour as Executive Officer, he assumed command of the BLACK LIONS in ceremonies conducted 2 July 1968 at NAS Miramar, California. During Commander ANDERSON's tour as Commanding Officer, VF-213 was awarded the Presidential Unit Citation for exceptionally meritorious and heroic service from 23 December 1967 to 1 June 1968, and received its third consecutive CNO Safety Award.

Commander ANDERSON is married to the former Miss (b) (6)  
(b) (6) of (b) (6). Commander and Mrs. ANDERSON  
reside with their children (b) (6) at (b) (6)  
(b) (6)